

## IN THE CLAIMS

Please amend the claims as follows:

Claims 1-3 (Canceled).

Claim 4 (New): A method of speed limitation with distance control for a motor vehicle equipped with telemetry means to estimate a distance and a speed of vehicles traveling in a same traffic lane as the vehicle, and means of slaving operation of the engine speed-wise and distance-wise, the method comprising:

- a) activation of the method;
- b) choice of a speed preset;
- c) verification of absence of a slower target vehicle in the same traffic lane, and

if so:

- e) limitation of engine torque by action of a driver on an acceleration pedal as long as the vehicle speed is below the preset speed and by automatic control when the preset speed is reached or exceeded, with possibility of deactivation of the method;

d) verification of presence of a slower target vehicle in front of the equipped vehicle in the same traffic lane, and if so:

- f) automatic reduction of speed and maintaining of a constant following time between the two vehicles, which can be adjusted by the driver;
- g) reduction, permitted to the driver, of the speed determined by the method, by lifting the driver's foot on the accelerator pedal or pressing the brake without deactivating the method of speed limitation;
- h) verification of the speed of the target vehicle, and in case of increase beyond the preset speed, possibility of acceleration for the driver of

the equipped vehicle up to the speed preset or distance preset if the target vehicle is caught up with again.

Claim 5 (New): A system for implementing a method of limitation of speed with distance control for a motor vehicle, comprising:

first telemetry means to estimate a distance and a speed of vehicles traveling in a same traffic lane as an equipped vehicle;

second means of slaving operation of the engine speed-wise and distance-wise, receiving as an input a speed preset and a following time preset and delivering a vehicle acceleration and braking command;

third means of reconstruction of a braking request of a driver, to deliver a signal homogeneous with a braking command delivered by the second means;

fourth means of reconstruction of an acceleration request of the driver, to deliver a signal homogeneous with an acceleration command delivered by the second means;

fifth means of arbitration between a braking signal requested by the driver and a braking command by calculation of a maximum value between these two braking values;

sixth means of arbitration between an acceleration signal requested by the driver and the acceleration command by calculation of the minimum value between these two acceleration values; and

seventh means of arbitration between control of the braking and that of the acceleration by priority choice of braking over acceleration, delivering control signals to a braking member of the vehicle and to the engine.

Claim 6 (New): The system as claimed in claim 5, further comprising a device for resumption of control by the driver, by mechanical hard point at an extremity of travel of the

accelerator pedal, and the seventh means of arbitration giving priority to the braking or acceleration requests of the driver over the requests of the speed limitation speed when the device is activated by the driver.